February 18, 1944

Copper Commando - vol. 2, no. 13

Victory Labor-Management Production Committees of Butte, Anaconda and Great Falls

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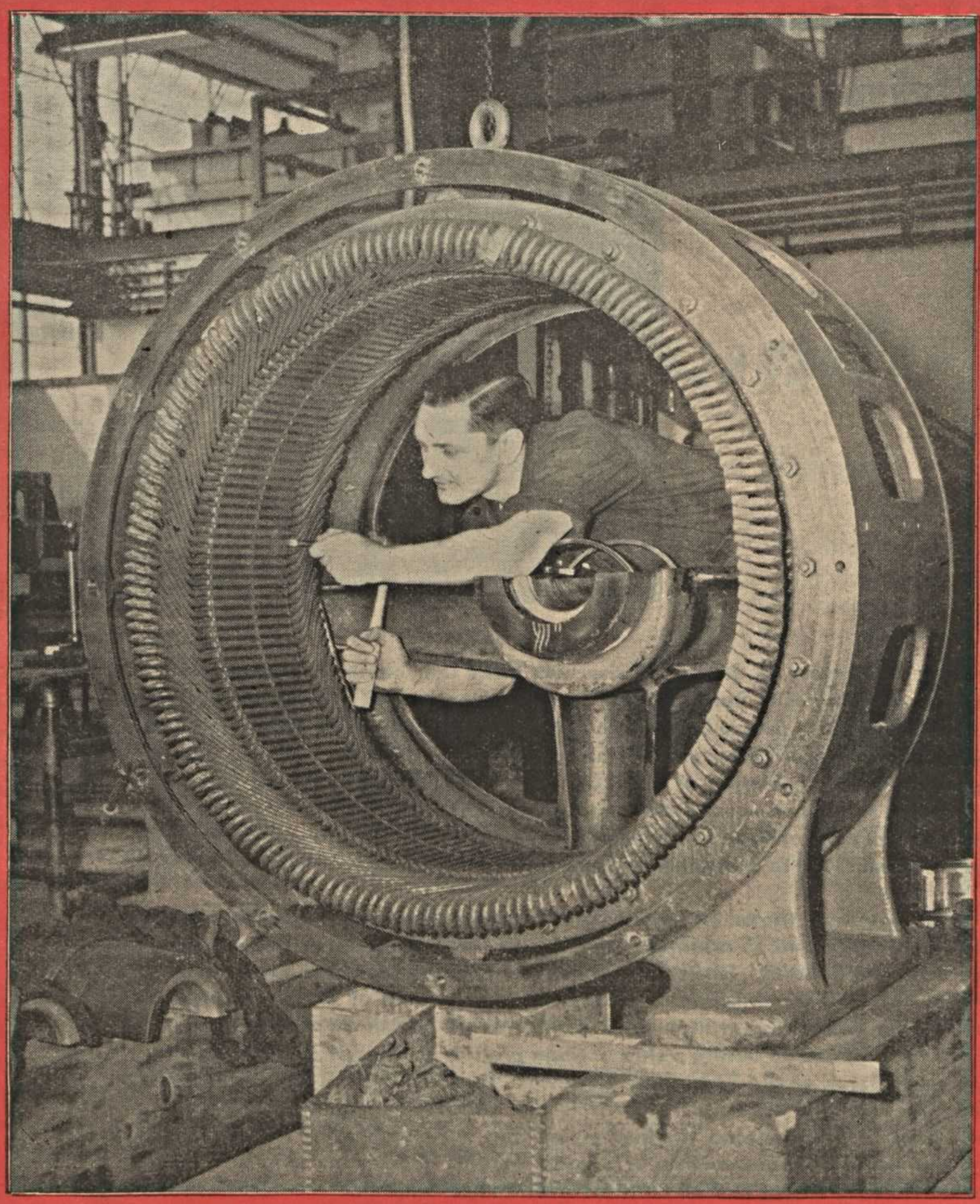
Copper Commando



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Master of the Ship-yards

Merrill Chase Studios

ON the evening of February 25, Henry J. Kaiser will make the commencement address at the Montana School of Mines in Butte. As the world is well aware, Mr. Kaiser is the genius shipbuilder of all time; many people regard him as the country's foremost industrialist. He has smashed production record after production record and has put teeth in the greatest shipbuilding program in the history of mankind. . . . Until 1940 Mr. Kaiser had never dreamed of building ships; had never even seen one launched. His experience with ships had been limited to two old ones he had bought that very year. But once he decided to build ships, it didn't take him long to learn plenty about them. His slogan is "Nothing is impossible."

At Portland, Oregon, in the fall of 1942 a 10,500 Liberty ship was launched at a Kaiser shipyard 10 days 11 hours and 55 minutes after its keel was laid, clipping 14 days off the previous record for shipbuilding. This ship was delivered to the Maritime Commission in less than 14 days after the keel-laying, breaking the former mark of 29 days, which had been held by another Kaiser yard at Richmond, California. A British shipbuilder called on the Ministry of Information to obtain a slow motion picture of the Kaiser methods.

Only six weeks later, at the Richmond, California, yard, another 10,500-ton freighter was launched 4 days 15½ hours after its keel was laid, and was delivered to the Maritime Commission 7 days 14½ hours after the keel-laying thus not only beating the clock again but smashing the record of the other ship by a wide margin. The second ship was loaded and ready to sail 14 days 1 hour and 18 minutes after its keel was laid.

The Kaiser organization also has its Labor-Management Committees. With labor and management pulling together throughout the Kaiser property, nothing, as Mr. Kaiser says, is impossible.

COPPER COMMANDO feels that the visit of Mr. Kaiser to Butte is an epochal event in the life of the community and the state. COPPER COMMANDO feels it may say, for all Montanans: "Welcome, Mr. Kaiser."

Oldtimers of Butte's Electrical Union were honored January 22. See story on page eight

Copper Commando

COPPER COMMANDO is the official newspaper of the Victory Labor-Management Production Committees of the Anaconda Copper Mining Company and its Union Representatives at Butte, Anaconda, Great Falls and East Helena, Montana. It is issued every two weeks. . . . COPPER COMMANDO is headed by a joint committee from Labor and Management, its policies are shaped by both sides and are dictated by neither. . . . COPPER COMMANDO was established at the recommendation of the War Department with the concurrence of the War Production Board. Its editors are Bob Newcomb and Marg Sammons; its safety editor is John L. Boardman; its chief photographer is Al Gusdorf; its staff photographer is Les Bishop. . . . Its Editorial Board consists of: Denis McCarthy, CIO; John F. Bird, AFL; Ed Renouard, ACM, from Butte; Dan Byrne, CIO, Joe Marick, AFL; C. A. Lemmon, ACM, from Anaconda; Jack Clark, CIO; Herb Donaldson, AFL, and E. S. Bardwell, ACM, from Great Falls. . . . COPPER COMMANDO is mailed to the home of every employee of ACM in the four locations–if you are not receiving your copy advise COPPER COMMANDO at 112 Hamilton Street, Butte, or, better still, drop in and tell us. This is Vol. 2, No. 13.

In This Issue

ALLIED PRINTING TRADES UNION LABEL COUNCIL BUTTE, MONT.

HENRY L. STIMSON
Secretary of War

H. H. ARNOLD
Commanding General, Army Air Forces

WAR REPORT

A few weeks ago Henry L. Stimson, Secretary of War, received from the Commanding General of the Army Air Forces, a report on the status of the war in the air. Here are answers to some of the questions you are asking. They come from the man who is in a position to know.

IN September, 1939, when the European war started, the U. S. produced only 117 airplanes. Four years later, in September, 1943, the U. S. produced 7,598 planes. During November, 1943, approximately 8,800 planes were produced.

During the last eight months of 1943, the airplane industry experienced a 37½% rise in labor productivity. "Our aircraft workers, men and women alike, have done what Adolf Hitler was sure that an unregimented people could not do: out-think, out-work and out-build his robots."

In the next 15 months 145,000 planes are scheduled for completion. They will be heavier and more elaborately equipped. The average airframe weight of airplanes being produced now is twice as great as it was a year ago. The weight of heavy bombers to be produced in the next 18 months is scheduled to exceed that of all types of planes produced in our first year and a half of war. There must be no lag in production.

Perhaps most important of all is an industrial system to replace planes lost in combat. The working life of any airplane is short. I can now reveal that in one of our theaters, the typical Flying Fortress is at present in operation 231 days before it is lost in combat or damaged mechanically in routine flights so that it is torn down and used to rebuild other B-17's and the crew assigned to another plane. During this average life period . . . the average B-17 will fly 21 combat missions in this particular theater.

As we go deeper into Germany, we hurt her more and pay higher prices. In a sense it is bombardment in depth against defense in depth. Inevitably, our campaign must be accompanied by production in depth on the home front.

Combat

By October 31, 1943, the Army Air Forces had flown over a quarter of a million combat sorties, expended in combat more than forty million rounds of ammunition, used up nearly two billion gallons of gasoline, destroyed in aerial combat 8,748 enemy airplanes, probably destroyed 2,555 more and damaged another 2,834.

We have shot our enemies down in aerial combat at a rate of never less than two planes for one in any theater of war, and at an overall rate of four to one.

During one year's operations (Nov. 8, 1942-Nov. 7, 1943) in the Mediterranean Theater, Allied aircraft of the Northwest African Air Forces dropped 92,233 tons of bombs on enemy installations and supply routes. Of this total 65,377 were dropped by the AAF. In this theater we destroyed in aerial combat and on the ground 5,511 enemy aircraft, probably destroyed 750 and damaged 1,903. Of the total destroyed it is estimated that 4,100 were German, the rest Italian. Aircraft found abandoned in enemy territory total 3,491—of these 1,986 were German, the rest Italian. During the same year, the Northwest African Air Forces sank a total of 185 merchant ships, totaling 173,400 tons; probably sank 110 ships, totaling 187,000 tons; and damaged another 243, totaling 373,700 tons.

American fliers of the 14th Air Force have from February 2, 1942 to October 31, 1943, brought down 351 Japanese aircraft, with a loss to themselves of only 68, an unrivaled record. That is not counting enemy aircraft probably destroyed or damaged.

On May 6, during the final drive from Medjez el Bab to Tunis, we flew 2,146 sorties, the great majority of which were bomber, fighter-bomber or strafing missions on a 6,000-yard front. We blast-

ed a channel from Medjez el Bab to Tunis.

Air Transport

The transport and ferry systems of the Air Transport Command now extend some 110,000 miles of routes. In recent months an average of more than twelve million miles a month have been flown in ferrying operations and more than ten million in air transport.

By December 7, 1941 about 1,200 ferried planes had been flown to British and our own Air Forces and the first delivery had been made across the South Atlantic to Egypt. From that time to this the number of planes in the air and the volume of freight carried have steadily increased. On one recent day 680,000 pounds of materiel, munitions, and supplies were delivered by air to one theater of operations.

Complete hospital service now moves with the mobility of war itself. Six days after the Army hospital in Nome, Alaska, burned down, a new and complete 25-bed hospital had been flown in from a distance of 3,400 miles. Two field hospitals were flown over the Owen Stanley Mountains in New Guinea. In Sicily, a 50-bed hospital was moved by air a distance of 44 miles in 2½ hours from the time it was dismantled until the time it began receiving patients at the new site.

All Japanese efforts to reinforce the Buna-Gona region were frustrated by our long-range heavy bombers. Our Troop Carrier Command flew a striking force—troops, equipment and food—into the area. In one air movement 3,600 troops were brought from Australia to Port Moresby, and 15,000 from Moresby over the high Owen Stanley Mountains to the air strips near Buna. These troops were not only transported but were supplied by air at the rate of more than two million pounds a week. Construction equipment and steel mats and asphalt moved by the same route. A four-gun battery of 105 mm. howitzers was ferried over by a B-17. Sick and wounded were evacuated on the way back. The entire operation proved to be of far-reaching tactical consequence.

Four thousand additional transport planes could be used today if we had them.

Supply Lines

Those persons who think that after the costly and time-consuming defeat of Germany, we can by a simple order fly our planes to China, bomb Tokyo, and bring Japan to her knees, do not yet understand the need for vast supply-lines, well-equipped bases, and planes built to fight under entirely different conditions from those that prevail in Europe.

Supply is our problem in China. To supply our growing air strength in that country has been perhaps the greatest single challenge to the efficiency of the Air Forces. Every item of equipment necessary for the maintenance and operation of our 14th Air Force must be flown into China from the outside. That is the primary, fundamental fact of our present strategy in Asia.

It may throw some light to consider this fact in terms of gasoline alone. In the round-trip over the Hump between Assam and Kunming, the C-87 transport now in use can deliver 4 tons of 100-octane gasoline. To do so, the airplane must consume 3½ tons.

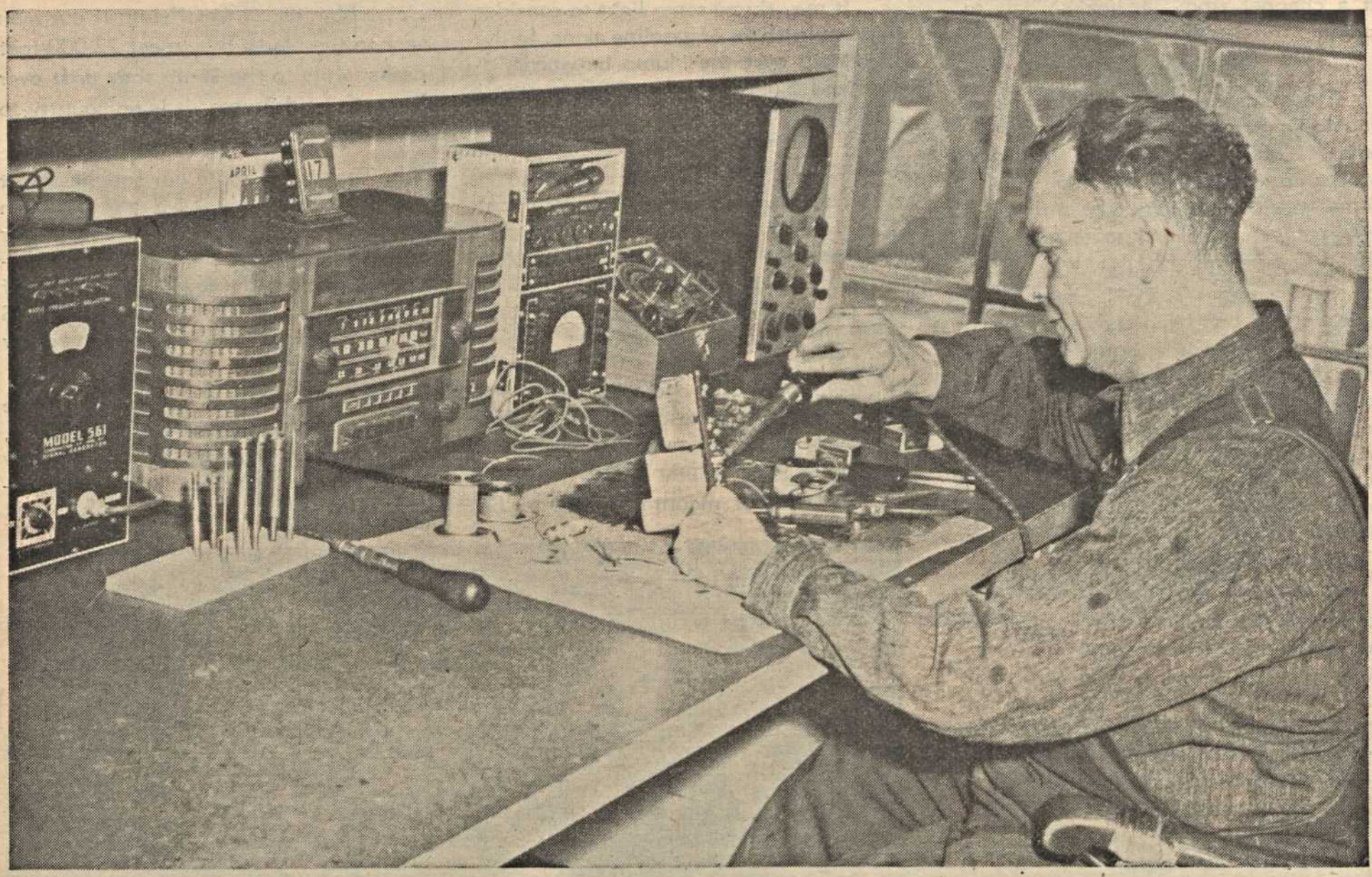
The crews of a heavy bombardment group in China must ferry over their own gasoline, replacement parts and everything else in their own B-24's (the C-87 is a converted B-24). Before this bombardment group can go on one combat flight, it must make four trips over the Hump. To perform one extremely dangerous mission, those crews must make four separate flights over the most hazardous mountain terrain in the world.

17,000-foot mountains have to be cleared by instrument flying; if our men veer to the North they meet 22,000-foot peaks while to the South they drift over Japanese-held Burma. It is no country to crash-land in.

That is the route our supplies must travel AFTER they have already been shipped more than 10,000 miles. For every pilot overseas the Air Service Command sends out the surprising average of NINE TONS OF AVIATION SUPPLIES MONTHLY, not including food and other items handled by the Quartermaster.

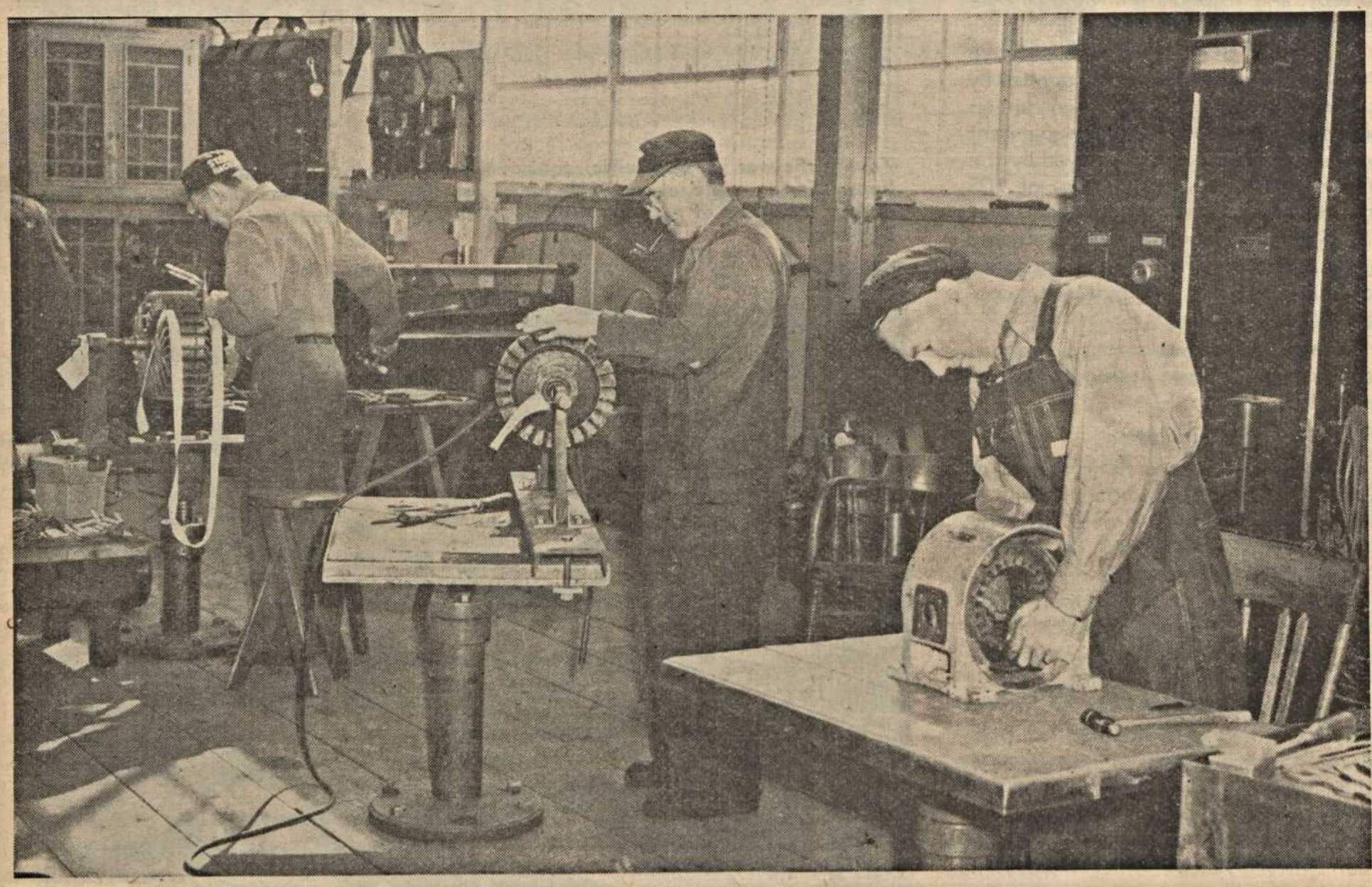
Until such time as we conquer the territory and build the road into China, and/or capture a seaport, we must follow this procedure whether it is for 40 aircraft or 4,000.

To win the war in the Pacific requires the maintenance of difficult and lengthy supply lines. For example, every single bit of gasoline in China has been flown in. But to deliver four tons of gasoline over the "Hump," the transport plane must consume 3½ tons!



Power for Production

The Electrical Shop at Butte was moved last year to the south side of the new Parrot Machine Shop building. A more up-to-date electrical shop is hard to find. Considering the fact that the Electrical Shop keeps the underground equipment operating, it's been a mighty good thing for production that the Shop was able to handle all the jobs brought in for repair.



THE work of the electricians in Butte in some respects is somewhat different from that of the electricians in Anaconda, as shown on page ten of this issue. At the Shop, located in the south side of the new Parrot Machine Shop building, there are six rewinding stands for armatures and small motors. The reason for these six rewinding stands is that the coils of the armatures burn out and it's necessary to replace the old coils with new ones, if the underground locomotives are to be kept moving out the ore. Since Pearl Harbor it's been mighty important that the underground locomotives be kept in good working order and the boys in the Electrical Shop have certainly done their share in keeping them in good condition. There are around two hundred fifty locomotive motors used underground and usually around twelve of them will be found in for repair.

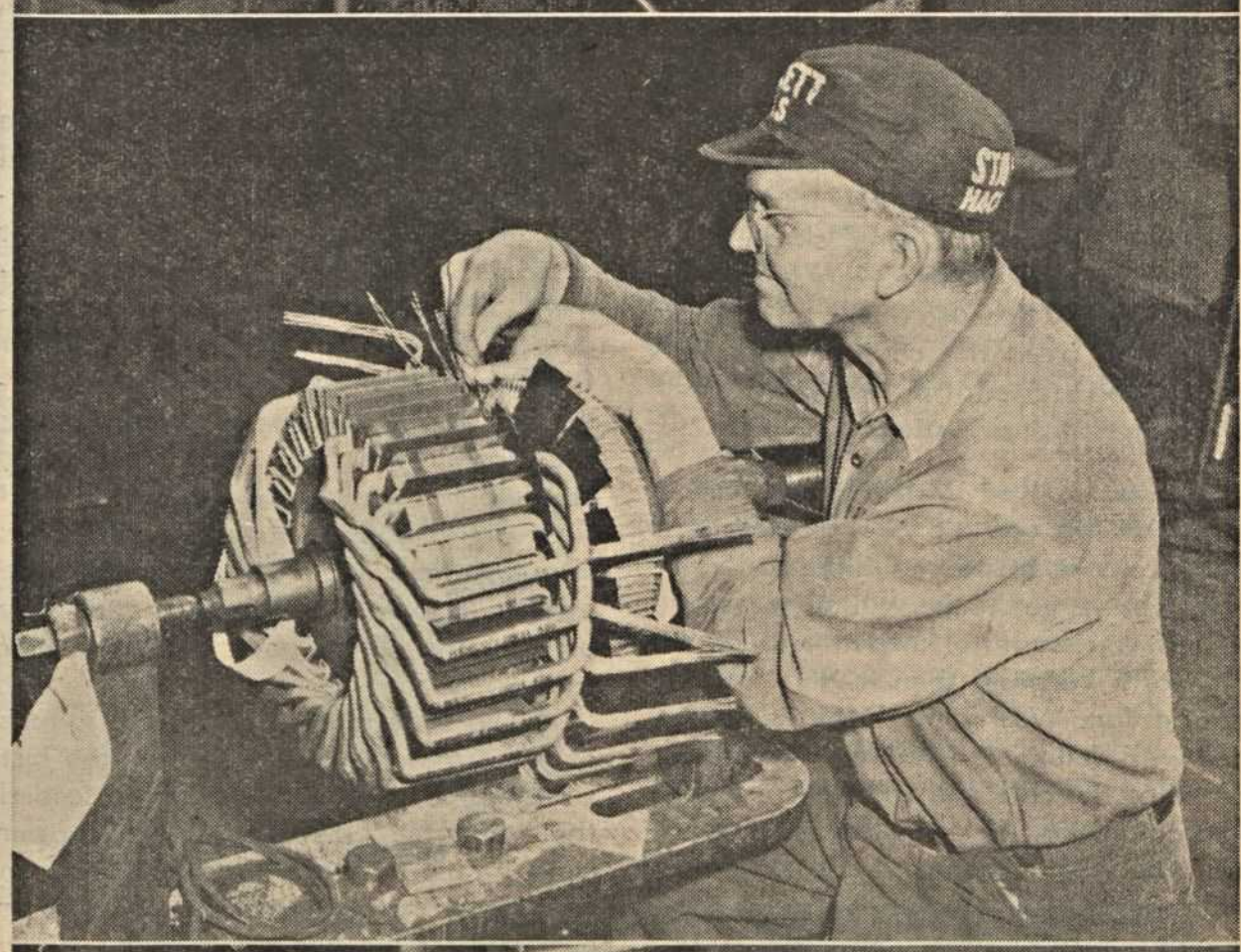
Another different feature of the Butte Electrical Shop is the radio department, which is upstairs from the Electrical Shop. Leonard Davies is in charge. Leonard makes and repairs radio signal sets for operating the mine hoists. With the signal sets in operation it does away with the installation of expensive signal cables in the shafts. This system has been in effect for two years. It is used in good stead for emergency stops if there is shaft trouble and for routine shaft inspection. Before these signal sets were used, it was necessary to ring the bell from the station, but now the signal can be given from the moving cage itself. Needless to say, it's an additional safety measure. Leonard had charge of the planning and installation of the public address system used in the mines which has proven to be very beneficial in reaching the miners on short notice.

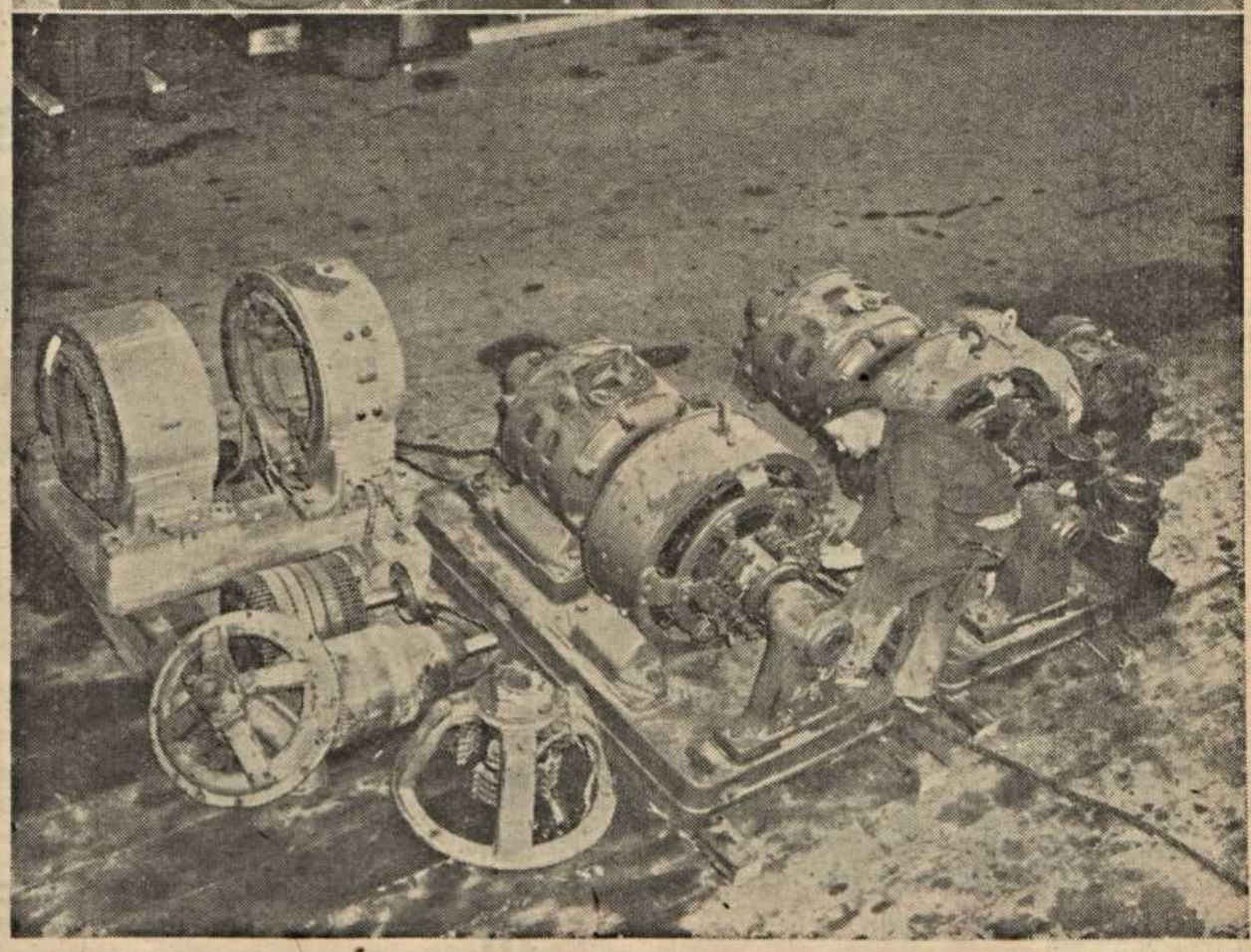
John Bradford, Kenneth Rohrer and Clarence Wasley, shown in the opposite page bottom picture, are all armature winders. John and Kenneth are rewinding armatures for the five-ton battery underground locomotives which are used for transporting the ore to the shaft. Clarence is rewinding a 5 h. p. Hi-Speed fan motor, of which there are 900 in service. That's a close up in the center shot of John Bradford rewinding the locomotive armature.

In order to make a locomotive stop and go, a controller is used. In the top picture John Currie is repairing a locomotive controller at the work bench.

The bottom picture shows the motor generator sets which are used for charging the batteries which furnish the power for the underground locomotives. John Palmer is shown testing the brushes to see that the brushes and the commutator are working. John is a trouble shooter at the Shop and works out of the Shop for the most part of the time.

Joseph Dodds is rewinding a 200 h. p. stator in the cover picture. A stator is the part of the motor which drives the blowers for circulating the air through the mines. Any of the miners will tell you how important it is that the blowers be kept operating.





COPPER Commando

The Official Newspaper of the Victory Labor-Management Production Committees at Butte, Anaconda and Great Falls

FEBRUARY 22

NEXT Tuesday the people of this country will pause briefly in the thick of fighting a war to recall that it marks the birthday of George Washington, the father of our country.

One is reminded, when thinking of George Washington, of the bitter winter he spent at Valley Forge. With an army under-staffed, under-clothed, and underfed, serving without pay of any kind, George Washington kept the morale of his men up and in his final skirmishes with the foe, he overcame every hardship that faced him. Because of his refusal to give up, he freed the country from its shackles and started it on its way to become the greatest of nations.

It was part of Washington's basic belief that if you loved something enough, you've got to be willing to fight for it. You've got to be willing to fight for it if you want to keep it and, if it isn't worth keeping, then it isn't worth fighting for. Washington's ranks were filled with defeatists—fellows who complained of the cold and the lack of food and ammunition; fellows who said in effect, "Oh, what's the use. Let's go home to our farms and families. Let's let the enemy have the country—we'll get along all right." Against such weak-spined thinking, Washington fought with all his personal strength. There were times, too, when he felt like throwing in the sponge, but he refused to do it.

Millions of American boys today are carrying on in the Washington tradition. They, too, would like to return to their families and friends. They, too, would like to escape the rigors of cold and hardship and suffering. But there's a fighting spirit that keeps them going on.

If we'd been smart, we would have made sure away back at the time of the Revolutionary War that our country would never be assaulted again, but we grew fat and prosperous and lazy and we did nothing to prepare ourselves against such attacks as occurred at Pearl Harbor. The boys who are fighting this war today are correcting that mistake. When they come back, let's make certain that the mistake is never made again.

People & Places

IN recognition of the splendid job done by several operations of the Anaconda Copper Mining Company, the Montana Industry Committee for Industrial Salvage, cooperating with the War Production Board, has issued a certificate of award. These awards (we show a reproduction of one in connection with this article) are given in recognition of "patriotic and meritorious service in connection with the Industrial Salvage Program, sponsored by the Montana Industry Committee for Industrial Salvage, in cooperation with the War Production Board."

The award was made in the five areas into which the state is divided. In Area 2 the Company at Great Falls was awarded the certificate; in Area 3 the Bonner operation was recognized, while in Area 4 the salvage record was given recognition at East Helena, Anaconda and Butte.

This vitally important operation is a vital factor in helping to win the war and the committee is driving away at bringing out the "dormant" scrap. Dormant scrap is abandoned or obsolete equipment, and its salvage requires that industry look into every part of the plant from rooftop to basement. All out-of-the-way places must be explored. To lick the Axis the War Production Board needs obsolete tools, dies and machines; steel floor plates and gratings; miscellaneous structural iron and steel; abandoned fire escapes, broken work benches and many other items which have out-lived their usefulness.

The state must furnish 16,800 tons of scrap metal by June 30. For the last six months of 1943, Montana exceeded the industrial scrap quota by eighty per cent. Industry has done a splendid job so far and the committee hopes to equal or even surpass the fine record made so far.

OLDTIMERS' PARTY

Local No. 65 of the International Brotherhood of Electrical Workers got together on Saturday night, January 22, at Carpenters Hall for Oldtimers' Night. Here more than one hundred fifty men gathered to honor those old time electricians who have laid down their tools and taken up the pension to which they and other members have contributed regularly over a period of years. Honored too were former members who have left the organization for executive and administration positions.

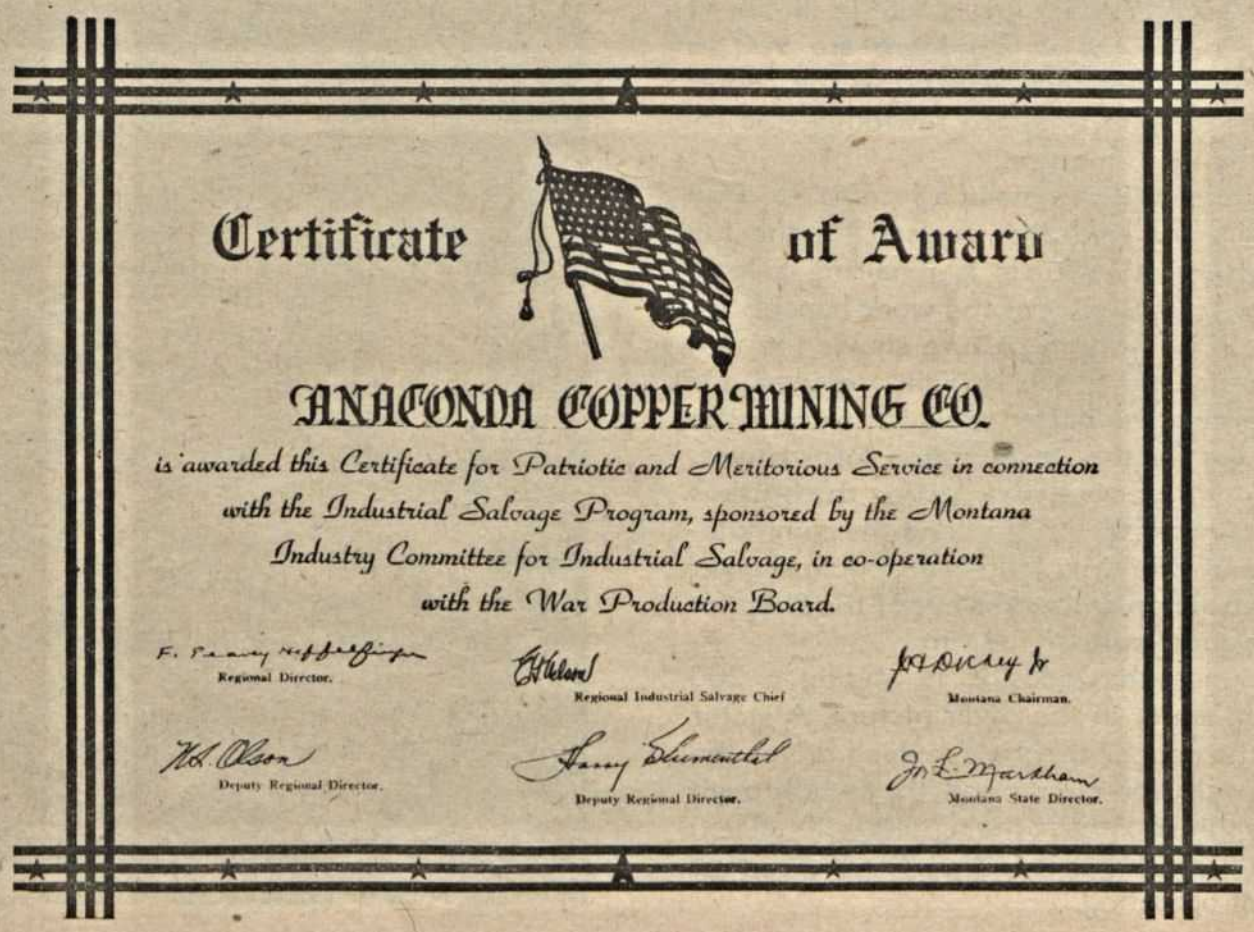
The oldtimers honored were: Frank Shott, Lawrence Mulholland, John Haggerty, Allen D. Aiken, Harley H. Thurman, Ed J. Drout, Tom W. Robbins, Robert Brimston, Frank Cochrane, William Hoskins, Fred Nesbitt, Edward E. Teasie, Chris Springer, Nels Lindquist, Neil McDonald and Walter Lewis.

These members, the majority of whom were former employees of the Anaconda Copper Mining Company in their wire-twistin' careers, were presented with attractive gold badges of honor.

One "younger member," Neil McDonald, retired from active service in the organization, was presented a bag.

The program was presided over by Kenneth Mulholland, local president, who welcomed the group and introduced the master of ceremonies, Leighton Gribble. Gribble presented the gold badges to the oldtimers and introduced Jack Donovan who presented the traveling bag.

Rated one of the best events of its kind in local history, a lot of credit goes to Bernard Morrissey, chairman of the committee, Bill Conroy, Walt Crase, Dave Everett, and Russel (Spotty) Williams. A picture of the group is shown on page 3 of this issue.



Certificate of Award

ANACONDA COPPER MINING CO.

is awarded this Certificate for Patriotic and Meritorious Service in connection with the Industrial Salvage Program, sponsored by the Montana Industry Committee for Industrial Salvage, in co-operation with the War Production Board.

Regional Director.

Regional Industrial Salvage Chief

Montana Chairman.

Deputy Regional Director.

Deputy Regional Director.

Montana State Director.

Zinc Operating Department at Great Falls

THE Zinc Operating Department at Great Falls handles all the reports on zinc from the time it is a concentrate until it's the finished product ready to be shipped out. These records from all the Zinc Plant Departments are made into daily reports. A daily report from the records goes to the department from which it came and at the end of the month a report is made out for the General Office. All operating records of tonnages treated on the finished zinc, cadmium and indium are handled by this department. Too, they keep the labor reports of the men working in and out of the Zinc Plant as well as the seniority records. Ernest C. Van Blarcom, acting superintendent of the Zinc Plant, and Robert J. Smith, acting assistant superintendent, shown in the picture above, are responsible for all operations in the Zinc Plant.

THAT'S George C. Moline, head clerk, Joe Wagner, typist, Gordon Ellis, clerk, Bill Mondik, clerk, and Felix St. Jean in the picture above. They're the boys who make out the daily and monthly reports for the Zinc Operating Department. Look at their service records and then take another look at them for it would seem they should be a lot older than they are–but they'll tell you it's such a good place to work that no one ever quits. George has twenty-eight years to his credit. William comes next with twenty years. Gordon came two years later and Felix boasts of seventeen. Carl Stamm in the picture to the right is a clerk in the next room. It's his job to keep account of indium production and shipments. He also boxes the indium for shipment, is a research typist and occasionally pinch hits for the weigher in the Zinc Casting Department. Carl has been on the job for seven years.

On the Power Line

Electricity is one of those things which we take for granted. The only time we realize how priceless it is, is when something goes haywire and it is shut off. It takes a crew of men at Anaconda to see that nothing goes haywire. That helps in the production of war materials.

THERE are around eighty men working in the Electrical Shop at the Smelter at Anaconda. Trouble shooters, line men, sub-station operators, and an inside and an outside gang all play their own part in keeping the power supplied for the Smelter. Usually there are four electricians and a machinist and his helper in the shop.

Ray McCarren has been superintendent of the Electrical Shop and of the Sub-Stations for the past five years. Blake Westgard is the electrical draftsman. It is up to him to make the tracings for blueprints for the electrical jobs of the department. His work may include a job to plan the power feeders for the Hill or it may be the fire alarm circuits or it may be any one of many other jobs needing to be figured out for the Hill's operation.

There's a storeroom above the Electrical Shop and if you don't think it's well stocked, just look at the section of it in the top picture which shows Henry Johns, a motor winder, getting a set of coils from Johnnie Pusick. Johnnie is a Purchasing Department employee stationed there. He gives out all the supplies needed by the boys in the Shop and keeps an inventory of stock on hand. When supplies are running low, he reports it to Jim McVicars in the office.

Eddie (Jackson) Myers, shown in the middle picture, is general shop repairman. Twenty-five years around the shop has made him an expert in small repair work and salvaging of material. He's

shown salvaging a safety switch which had been brought in for repair. That's the switch box in front of him and the switch is to the side.

We got the office gang just as Bob Glenn from the Time Office dropped in to pick up the time sheets. Jean McAlpine Boscovich (she just recently was married and her husband is now in service) and Royal Barnell are clerks for the Electrical Shop. They keep the time records and all other department records. Jim McVicars is in the office with them.

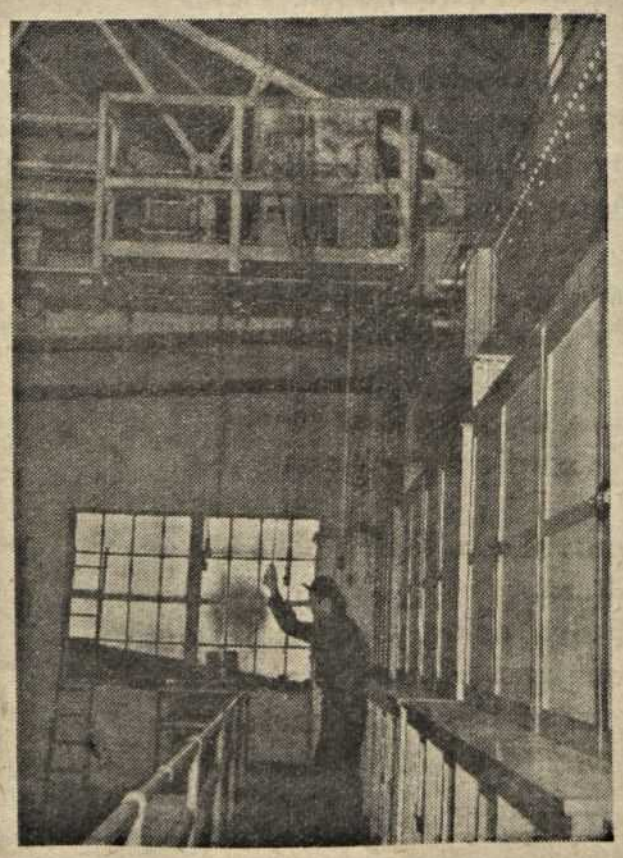
The lower right picture shows Andrew McVicars, who has been janitor at the shop for around twenty years. Andrew has four sons working for ACM; you'll remember from the story in Issue 19, Volume 1, of COPPER COMMANDO.

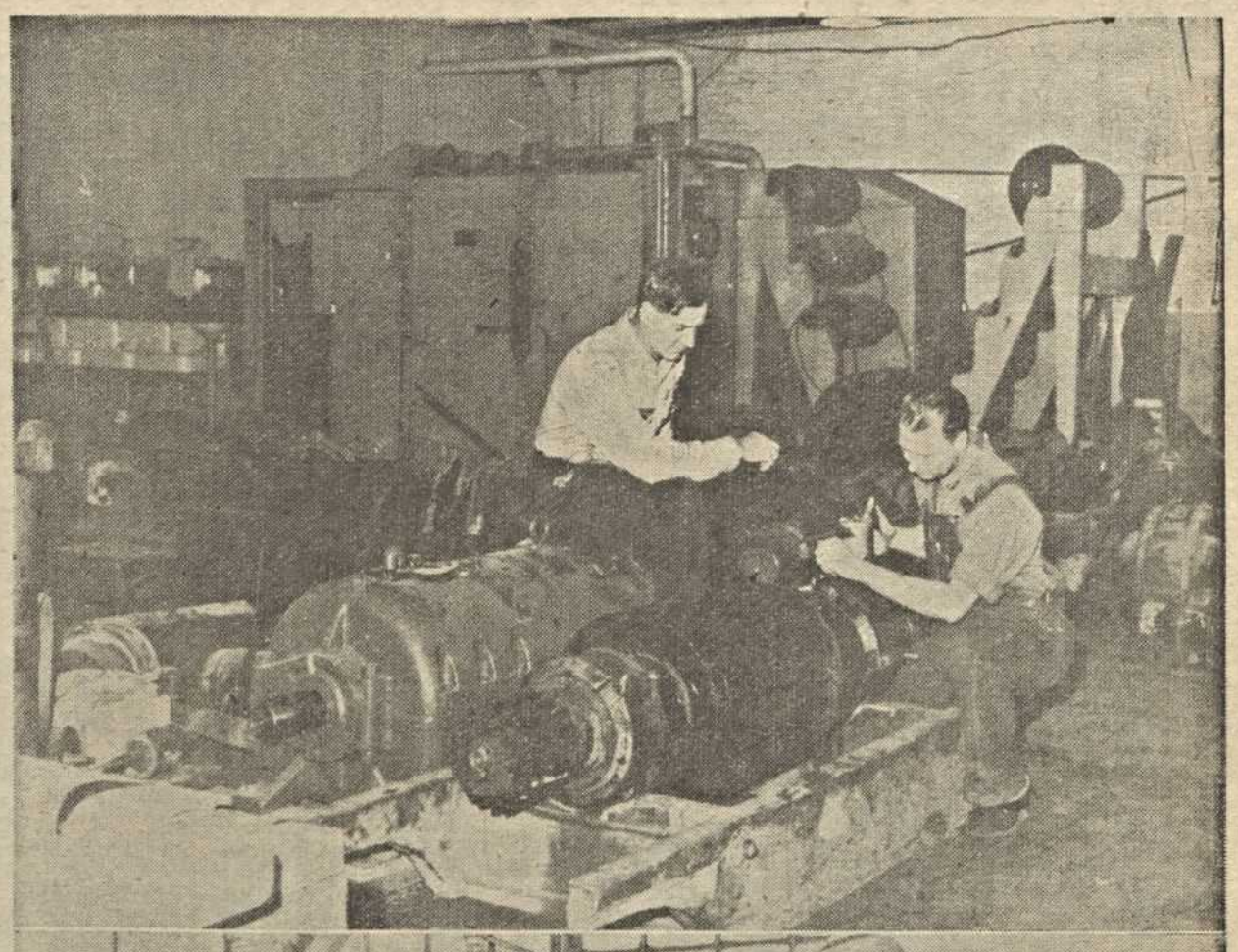
Hank Johns is slotting the commutator of a 100 hp D. C. motor from the converter cranes in the top picture. That's the baking oven in the background. After the motor is rewound, the motor is dipped in varnish and baked, which keeps the moisture out of the motor and increases the life and efficiency of the motor. Jim Lyon, shop foreman, is sitting on a 40 h. p. gear motor used on the elevator in the copper concentrator.

Oldtimers Bill Atcheson and Harry Tucker are shown in the center picture working on an induction motor. Harry is the machinist and Bill is his helper. Both are employed in the shop full time.

All outside electrical work at the Smelter, including third rail, power lines, and yard light work is taken care of by the linemen shown in the lower right shot. Left to right are: Henry Gray, Damas Launderville Sid Jackson, Bud Havermann, foreman of the line gang. Top row: Ernie Costlow, Thorp Johnson, Leonard Webb, Chuck Chumrau, "Black" Larsen, truck driver, Tom McCarthy, Bob Ferguson, Peter Peterson. They're always out on some job, so they have their own line truck for transporting them.

In the lower left shot "Guber" Leary operating the twenty ton hand controlled crane used in moving the machinery.





Objective: 100,000,000 Dead Japs

THE more we see what has been done, the more we understand what must be done, the sooner we will bring the Nips to their knees.

Your Butte Victory Labor-Management Production Committee, in cooperation with the War Department, will show three new war films on Sunday, February 20.

The place: The Fox Theater.

The time: Three shows, at 2:30, 7:00 and 9:00 p. m.

The cost: Nothing; admission is by ticket issued at mines and plants through the Victory Labor-Management Production Committee.

Three great war pictures are to be shown. The newest War Department film, called WAR DEPARTMENT REPORT, gives eye-opening facts on possible avenues of attack on Germany and Japan. This is hitherto confidential material on the strength and weaknesses of the enemy, illustrated by the finest combat scenes filmed by Army and Navy camera crews. Captured German film is included.

FILM COMMUNIQUE NO. 3. How the tank landing ships operate, with actual scenes of landing under fire at Sicily. The finest combat picture to date of American planes blasting Nazi fighters from the sky over Europe.

BAPTISM OF FIRE. Rated the most revealing and grim picture to come out of the war. Produced for showing at ports of embarkation to acquaint the soldiers with combat conditions in an attack.

The ticket issued to you tells the time of the performance of your show. THE TICKET IS GOOD ONLY FOR THE TIME SHOWN. There will be no speakers.

The Victory Labor-Management Production Committee at Butte acknowledges its thanks for the services provided by the Theatrical Stage Employees and Motion Picture Operators, Local 94; by the Musicians' Association; the management of the Fox Theatre, the Montana Power Co. and the Miners' Union Auxiliary.

WAR FILMS SECTION OF LABOR-MANAGEMENT COMMITTEE

JOHN F. BIRD, Chairman
Representing AFL

EUGENE HOGAN
Representing ACM CO.

BERT RILEY
Representing CIO, Miners

JOHN CAVANAUGH
Representing CIO, Engineers